

AMENDMENTS TO THE CLAIMS

This listing of claims supersedes all prior versions and listings of claims in this application:

LISTING OF CLAIMS:

1. (Currently Amended) A pneumatic tire for a two-wheeled vehicle, comprising:
 - bead cores embedded in a right and left pair of bead parts;
 - a semi-radial bias carcass layer which extends from one bead part to the other bead part in the shape of a toroid, end portions of which are rolled up around the bead cores to be latched at the bead cores;
 - a radial reinforcement band layer which is disposed only at an inner side of tread ends in a tire width direction, and is disposed at a tire radius direction outer side of a crown part of the semi-radial bias carcass layer, comprising at least one ply at which a plurality of reinforcement cords extending in a radial direction are arranged;
 - a belt layer which is disposed at an outer side of the radial reinforcement band layer in the tire radius direction, comprising at least one belt ply at which a plurality of reinforcement cords are arranged; and
 - a tread layer which is disposed at an outer side of the belt layer in the tire radius direction,
- wherein,

in the semi-radial bias carcass layer, at least two carcass plies in which a plurality of reinforcement cords extending in a direction of 50 deg to 80 deg with respect to a tire equatorial plane are arranged are provided such that the reinforcement cords of the respective carcass plies are crossed with each other, and

assuming that the absolute value of the total sum of rigidity components in a circumferential direction of the belt layer is $|\Sigma F_b|$ and the absolute value of the total sum of rigidity components in a width direction of a case made up of the semi-radial bias carcass layer and the radial reinforcement band layer is $|\Sigma F_c|$, $|\Sigma F_b| / |\Sigma F_c| = 1.3$ to 3.0 in a case in which the reinforcement cord constituting the belt layer is a textile cord, and $|\Sigma F_b| / |\Sigma F_c| = 0.03$ to 0.1 in a case in which the reinforcement cord constituting the belt layer is a steel cord,

provided that

$$|\Sigma F_b| M_{bi} \times N_{bi} \times \cos(\alpha_{bi}) \times \text{number of belt layers (i)}$$

where

M_{bi} : the initial modulus of elasticity at 0.5% elongation for the reinforcement cord constituting the respective belt layers (the unit is cN/dtex for the textile cord, and is kN/mm^2 for the steel cord)

N_{bi} : end count (cords / cm) for the reinforcement cord constituting the respective belt layers

α_{bi} : inclination angle (deg) with respect to the circumferential direction for the reinforcement cord constituting the respective belt layers

and

$|\Sigma F_c| = [M_{pi} \times N_{pi} \times \sin(\alpha_{pi}) \times \text{number of the carcass plies}] + [M_{si} \times N_{si} \times \sin(\alpha_{si}) \times \text{number of the radial reinforcement band layers}]$

where

M_{pi} : the initial modulus of elasticity (cN/dtex) at 0.5% elongation for the reinforcement cord constituting the carcass ply

M_{si} : the initial modulus of elasticity (cN/dtex) at 0.5% elongation for the reinforcement cord constituting the radial reinforcement band layer

N_{pi} : end count (cords / cm) for the reinforcement cord constituting the carcass ply

N_{si} : end count (cords / cm) for the reinforcement cord constituting the radial reinforcement band layer

α_{pi} : inclination angle (deg) with respect to the circumferential direction for the reinforcement cord constituting the carcass ply

α_{si} : inclination angle (deg) with respect to the circumferential direction for the reinforcement cord constituting the radial reinforcement band layer.

2. (Currently Amended) The pneumatic tire for the two-wheeled vehicle of claim 1, wherein

the reinforcement cord in the carcass layer has the initial modulus of elasticity M_{pi} of 29 to 56 cN/dtex; the inclination angle α_p of 50 to 80 deg with respect to the circumferential direction; and the end count N_p of 5 to 13 / cm,

the reinforcement cord in the radial reinforcement band layer has the initial modulus of elasticity M_s of 50 cN/dtex or more; the inclination angle as of 80 to 90 deg with respect to the circumferential direction; and the end count N_s of 8 to 13 / cm, and

the reinforcement cord in the belt layer is the textile cord having the initial modulus of elasticity M_b of 150 cN/dtex or more, or the steel cord having the initial modulus of elasticity M_b of 8 kN/mm² or more; and has the inclination angle α_b of 0 to 30 deg with respect to the circumferential direction; and the end count N_b of 8 to 13 / cm.

3. (Currently Amended) The pneumatic tire for the two-wheeled vehicle of claim 1 [[or 2]], wherein the reinforcement cord in the radial reinforcement band layer has the elasticity higher than that for at least the reinforcement cord in the carcass layer.

4. (Currently Amended) The pneumatic tire for the two-wheeled vehicle of ~~any one of claims 1 to 3~~ claim 1, wherein the width of the radial reinforcement band layer is 50 to 90% of a tread periphery width measured along a surface of the tread.

5. (Currently Amended) The pneumatic tire for the two-wheeled vehicle of ~~any one of claims 1 to 4~~ claim 1, wherein

the reinforcement cord in the carcass layer is a nylon cord,

the reinforcement cord in the belt layer is an aromatic polyamide cord, and

the reinforcement cord in the radial reinforcement band layer is a rayon cord.

6. (Currently Amended) The pneumatic tire for the two-wheeled vehicle of ~~any one of~~
~~claims 1 to 4~~ claim 1, wherein

the reinforcement cord in the carcass layer is a nylon cord,

the reinforcement cord in the belt layer is a steel cord, and the belt layer is a spiral belt
layer which is formed by spirally rolling up the steel cord, and

the radial reinforcement band layer is of a single layer, and the reinforcement cord is an
aromatic polyamide cord.